

CENTRAL INTELLIGENCE AGENCY

## REPORT

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1. National Chin Tung University, Pingyueh, Kweichow Province [redacted] the [redacted] 25X1  
was formerly known as the Tangshan Engineering College and was originally 25X1  
located in north China, near Peiping. However, it was moved to Kweichow  
Province as the Japanese advanced into the interior of China during World  
War II.
2. In 1946 the college had a total enrollment of about seven hundred to eight  
hundred students. It granted degrees in civil engineering, mining and  
metallurgical engineering, and railroad administration.
3. The school of mining and metallurgical engineering had an enrollment of about  
two hundred students. Most of the professors had been trained in the US and  
the school had a high rating as far as its metallurgical training was concerned.  
However, it granted basic bachelor of science degrees only and provided no  
facilities for research work or study towards advanced degrees.
4. The former head of the college is now located at a large university in the US.
5. The facilities for training in metallurgical work were good and [redacted] had good 25X1  
equipment, although it was of a conglomeration of origins. The equipment in  
the mineralogy laboratory was particularly good.
6. The college offered a four year course in metallurgy, but undergraduates were  
not exposed to any advanced theory or developments. Graduates of this college  
were trained to be practical metallurgists rather than to engage in theoretical  
research.
7. Practically all of the technical text books were in English. The only texts  
which were in Chinese were such things as Chinese literature.

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-2-

25X1

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10. The foundry at the Puchen Locomotive Works consisted of about 90 men, including those who worked in the pattern shop. There were two foremen and one mechanical engineer who was in charge. [redacted]

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11. The foundry depended upon hand labor primarily, but it did have some Osborn equipment and some equipment from the UK, all of which was pretty old.

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12. The foundry produced castings for repairing locomotives. The castings were primarily for such things as brake shoes and bronze bearings. It was a job foundry rather than a production foundry and the jobs varied from day to day depending on the need.

13. There were no really large castings produced. The largest casting during the two years [redacted] was one cylinder block for a locomotive.

14. There was practically no mechanical handling equipment with the exception of one traveling overhead crane and several short rollers immediately adjacent to the two ovens.

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15. There was no production of such items as wheels or axels. At one time [redacted] tried to produce wheels, but without success as [redacted] could not control the depth of chill.

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16. The Puchen Locomotive Works was a repair maintenance shop rather than a production shop. There were no locomotives built at the Locomotive Works. However, [redacted] serviced and maintained many US locomotives which had been shipped to China by UNRRA.

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17. Puchen Locomotive Works serviced the railroad line which ran from Tientsin to Pukow, immediately north of Nanking. Immediately after World War II the Chinese Communists destroyed great lengths of the track on this line, but [redacted] did little if any damage to rolling stock and equipment of the line. The tracks on this line definitely were not designed for high speed operation.

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18. The Puchen Locomotive Works had no turntables for locomotives. It had an electric trolley which ran parallel to the tracks and which eventually took locomotives into the repair shop. There were several thousand employees at the Puchen Locomotive Works, but this should not be misconstrued, as practically all operations were manual labor and this led to the large number of employees.

19. As of 1948, some of the raw materials [redacted] used in the foundry, such as sand, were located close by, but most [redacted] raw material stocks were those which had been left by the Japanese.

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